

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,317 號第拾壹百叁千壹萬壹第 日壹十式月亥年六十二緒光 HONGKONG, TUESDAY, NOVEMBER 13th, 1900. 式拜禮 號壹十月壹十年百九千壹英港 價銀 \$24 PER MONTH

New Advertisements will be found on page 2.

THE PUREST AND BEST CONFECTIONERY.

THE MOST TASTEFUL AND PLEASING.
CHRISTMAS CARDS.

A. S. WATSON & CO., LIMITED,
CONFECTIONERS.

HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

CUTLER, PALMER AND CO.

WINE SHIPPERS SINCE 1815.

Who have consigned their Brands to Hongkong for over half a century.

Apply to G. C. ANDERSON,

Hongkong, 13, Praya Central

NAPIER JOHNSTON'S.

SQUARE BOTTLE WHISKY.

The sale of this good Scotch Whisky increases month by month. It is of Superb Quality and of

CUTLER, PALMER & CO.'S SELECTION.

Sole Agents for Hongkong, G. C. ANDERSON,

No. 13, Praya Central, Hongkong.

JOHN WALKER & SONS.

FAMOUS KILMARNOCK WHISKY.

This World-renowned

Fine OLD HIGHLAND WHISKIES are shipped by CUTLER, PALMER & CO., and

are obtainable in Hongkong, G. C. ANDERSON,

No. 13, Praya Central, Hongkong, 26th July, 1897.

CUTLER, PALMER & CO.'S.

Price \$10.75 PER DOZ.

Net

of Selected

Whiskies of the

Famous Scotch Whiskies

of

Selected

Whiskies of the

Famous Scotch Whiskies

of

Selected

Whiskies of the

Famous Scotch Whiskies

of

Selected

Whiskies of the

Famous Scotch Whiskies

of

Selected

Whiskies of the

Famous Scotch Whiskies

of

Selected

Whiskies of the

Famous Scotch Whiskies

of

Selected

Whiskies of the

Famous Scotch Whiskies

of

Selected

Whiskies of the

Famous Scotch Whiskies

of

Selected

Whiskies of the

Famous Scotch Whiskies

of

Selected

Whiskies of the

Famous Scotch Whiskies

of

Selected

CANADIAN CLUB RYE WHISKY.

THIS DESERVEDLY POPULAR WHISKY IS NOW TO BE OBTAINED IN PINT FLASKS, AND IN THIS FORM WILL BE FOUND INVALUABLE FOR THE USE OF SPORTSMEN AND OTHERS.

PER CASE OF 16 FLASKS ... \$19.00
SINGLE FLASK ... 1.25

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.
15, QUEEN'S ROAD.

Hongkong, 13th November, 1900.

COTTAM & CO.

NEW AUTUMN GOODS.

AMERICAN BOOTS AND SHOES.

WOOLLEN UNDERWEAR.

HATS, SHIRTS and EVENING GEAR.

LANE, CRAWFORD & CO.

(TAILORING DEPARTMENT).

WINTER SEASON.

LATEST LONDON FASHIONS.

NEWEST & BEST MATERIALS.

DRESS SUITS from ... \$85.
TWEED LOUNGE SUITS from ... 35.
NORFOLK JACKET SUITS from ... 35.
SCOTCH TWEED ULSTERS, for Travelling, from ... 50.

LANE, CRAWFORD & CO.

PHOTOGRAPHIC

PLATES, PAPERS and CHEMICALS.

EASTMAN'S KODAK'S, FILMS and ACCESSORIES.

DEVELOPING and PRINTING UNDERTAKEN.

A. CHEE & Co.,

17, QUEEN'S ROAD, HONGKONG.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

The following are names of their Stocks with the undersigned:-

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ. \$20 PER DOZ.

Distinguished by 4 Stars on the label.

DOURO PORT, \$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY, \$20 PER DOZ.

LA TORRE SHERRY, \$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY, BENEDICTINE LIQUEUR—

\$10.75 PER DOZ. D.O.M.,

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

"LA INSOLAR" "LA PERLA DE ORIENTE" FACTORIES

J. M. DE ZUNIGA,

No. 9, QUEEN'S ROAD CENTRAL

(Entrance, Ice House Street (New Victoria Hotel).

SCHLITZ WORLD FAMED

BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

TONIC AND REFRESHING.

SOLE AGENTS—

WATKINS, LIMITED.

CHEMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS.

HONGKONG.

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

China's Open Door, by R. Wildman, U.S. ... \$3.50

China in Decay, by Alexis Krause ... 3.50

China of To-day, 12 Parts ... 4.20

Through the Yangtze Gorges, by Archibald Little ... 4.50

Golden Decad of the War, by A. P. Storey ... 3.50

Tea Machinery and Tea Factories, by Taylor ... 15.00

Kings in South Africa ... 8.00

The Siege of Ladysmith, 120 Pictures ... 6.50

Beats Stamp Album to 1899 ... \$4.20 and 10.00

Peoples Atlas of the World ... 1.50

History of Great Britain, 2 Vols. ... 12.00

Standard Dictionary of English Language, by Funk—2 Vols. half-Russia ... 40.00

Brassey's Naval Annual ... 10.00

Royal Academy Pictures ... 4.50

CHRISTMAS CARDS, GREAT VARIETY.

NEW ANNUAL VOLUMES.

STRAND MAG. VOL. 19.

WINDSOR MAGAZINE VOL. 11.

WIDE WORLD MAGAZINE [VOL. 5.

CAPTAIN VOL. 3.

CHUMS, BOYS & GIRLS ANNUAL.

UNION JACK VOL. 2.

FATHER TUCK'S ANNUAL.

LETT'S DIARIES.

TUCK'S NEW TOY BOOKS.

BLACKIE'S TOY BOOKS.

CHRISTMAS ARTICLES.

23 & 25, Queen's Road, Hongkong.

PARIS EXHIBITION, 1900.

THE GRAND PRIZE

(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

JOHN DEWAR & SONS, LTD.

SOLE AGENTS—

H. PRICE & CO.,

12, QUEEN'S ROAD.

PIANOS.

SPECIALLY PREPARED MODELS OF ALL THE FAMOUS MAKERS.

THE ROBINSON PIANO

COMPANY, LIMITED.

THE VICTORIA DISPENSARY.

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGEE ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

AUCTION

PUBLIC AUCTION.

The Undersigned has received instructions to Sell by Public Auction.

TO-DAY (TUESDAY),

the 13th November, 1900, at 2.30 p.m., at his

Sales rooms Queen's Road.

TWEED, SERGE, FLANNEL and FLAN-

NELETTE in Suit Lengths, COATING

MATERIALS.

LADIES' DRESS MATERIALS.

SOCKS, STOCKINGS, UNDERSHIRTS,

Arrivals, Departures and other Shipping Intelligence will be found on pages 6, 6 and 7

INTIMATION.

GOLD MEDAL PARIS 1878 1889.

JOSEPH GILLOTT'S

The Only Award

Chicago, 1893

NUMBERS FOR USE BY BANKERS

Barrel Pens, 235, 236, 237

Slip Pens, 238, 239, 240, 241, 242

444, 7300

In Fine, Medium, and Broad

THE NEW TURNED-UP POINT, 1032

283

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries Imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

THE

PEAK HOTEL.

City Office: 7, Duddell Street.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PRINCE, near the

Tram Terminus.

Tel. 50.

For Terms, apply to the

MANAGER.

Hongkong, 2nd July, 1900.

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A

FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly

Spacious Rooms.

Very MODERATE TERMS to FAMILIES, by the DAY, WEEK, or MONTH.

SINGLE ROOMS from \$4 a day, inclusive of BOARD and ATTENDANCE.

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-

rooms, elegantly furnished.

The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate.

A. FONSECA,

Manager.

Hongkong, 1st December, 1899.

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First class and well-famed establish-

ment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a

charming view of the sea on the front. Com-

fortable and well furnished Bed-rooms.

Cuisine Excellent. Prompt Attendance.

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.
AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

SCOTCH WHISKY.

- A—THORNE'S BLEND, White Capsule..... \$10.80
- B—WATSON'S GLENORCHY, MELLOW BLEND, Blue Capsule, with Name and Trade Mark 10.80
- C—WATSON'S ADELOUR-GLENLIVET, Red Capsule, with Name and Trade Mark 12.00
- D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule 14.40
- E—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule 15.00
- THORNE'S BLEND and WATSON'S GLENORCHY are high-class Scotch Whiskies, of greater age than most brands in the market.

ADELOUR GLENLIVET is a very old Peat Whisky (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO.
LIMITED,
WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

BIRTH.

On the 6th November, 1900, at No. 8, Szechuen Road, Shanghai, the wife of FRED. C. QUINN, Junr., of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 13th, 1900

THERE are several points of interest to residents in China in the last annual report of Sir F. A. SWETENHAM on the Federated Malay States; but the matter in which the two countries are most closely concerned is the Chinese labour question; for while the Malay States are literally at their wits' end to fulfill the demand for labour, South China alone seems capable of supplying the want. The Resident-General does not hesitate to call the labour question the most important question of the moment in the States, and says that the scarcity of Chinese and Indian labour is now so great that not only is it necessary to pay double and sometimes treble the wages current a few years ago, but the scarcity has been so great that the most important works—railways, irrigation, road, &c.—have been very seriously delayed. And yet he admits that the Chinese have come "in hundreds of thousands"; but this is not enough.

The Government, as Sir FRANK points out, has done everything in its power to relieve the situation. They have arranged for direct steam communication between several Chinese ports and the Malay States, and have promised a subsidy of \$5 a head for every Chinese labourer imported by this means—up to a certain number and for a term of years. There is a somewhat similar arrangement for the introduction of Indian labour, but curiously enough famine-stricken India fails to respond. The Government offers free passages, very high wages, quarters, medical attendance, and perfectly reasonable work in a climate similar to that of their own homes, yet cannot induce the surplus labouring population of India to leave their over-populated land for an easy life and plenty in the Malay Peninsula. For the last quarter of a century Sir FRANK goes on to say, the Malay States have

offered well-paid work, food, and comfortable housing; but "the poor of British India seem to prefer starvation at home."

Whatever be the cause of this conduct of the part of the British Indians, the same remarks do not apply to the Chinese. They have flocked to the Malay Peninsula, but so great is the demand for labour that at present the immigrants fail to satisfy it, and government work is thereby seriously hindered. This scarcity of labour is possibly a matter which will right itself in the course of years, when peace is restored to the Empire and the outflow of workmen resumes its course unchecked. The severe restrictive measures which have been thought necessary by some of our own colonies and by the United States of America show how very strong is the outward tendency of the Chinese race. In the last copy of the *Times* to hand by the English mail there is a leading article which deals with this question, and the writer thereof observes in conclusion that, whether the cases of Chinese emigration be due to excess of population or to the poverty of the soil and small rainfall of the provinces from which come the emigrants to the English, Dutch, and Spanish colonies, the stream is likely to flow. "For many years to come," he says, "steady, industrious labourers, skillful mechanics, and peaceful citizens will be available. The point worthy of consideration is that they be sent where they are really needed; where they will not lower the condition of white men; where, in short, if they do not perform the rough work it will not be done by any one. It will be a new view to many that, in spite of the objections so widely entertained to "cheap Chinese and Indian labour, there are still large regions of the world in which "it is welcome." Among these regions the Federated Malay States are to be counted, and it will be deplorable if, failing India, China cannot not supply the wants of Malaya out of her vast superfluity of labourers.

A full account of the damage done by the recent typhoon will be printed in the *Hongkong Weekly Press*, which will be published on Saturday next in time for the homeward French mail. Our special and yesterday's editions are exhausted and orders should be sent in at once for the *Weekly Press*.

The only cases of communicable disease reported last week in the Colony were six of enteric fever, five in Victoria and one outside. Three of these proved fatal.

The return of visitors to the City Hall Library and Museum last week shows that the former institution was visited by 393 non-Chinese and 106 Chinese, the latter by 175 non-Chinese and 2,081 Chinese.

The body of the armoured mate named Bedford, who was drowned early on Saturday morning by the sinking of H. M. gunboat *Sandpiper* during the typhoon, was interred at the Happy Valley Cemetery yesterday afternoon with the usual honours.

Among the general damage done by the typhoon the China and Japan Telephone Co.'s property suffered very heavily, practically all the wires being wrecked. As will be seen from a notice elsewhere, though efforts are being made to restore them, commencing with the central part of the town, the complete restoration is expected to take several weeks.

Shanghai papers report an impressive commemorative ceremony on Monday, the 5th inst., at St. Joseph's Church, French Concession, in honour of all Roman Catholics, foreign and native, who were victims of the Boxers. A large force of French infantry, artillery, and marine was present, and Germany was also represented by troops. The service lasted a little over one hour.

Messrs. Lütgens, Einsmann and Company, General Agents of the Great Eastern and Ceylonian Gold Mining Company, Limited, inform us that they have received a letter from Mr. Best, dated 17th October, in which he says he expected to hand over charge to Mr. Bennecke, the new manager, in about a week's time. He would, in the interest of the shareholders, render Mr. Bennecke every possible assistance.

The *Choofoo* correspondent of the *N.-C. Daily News* writes that the Germans evidently intend to carry things with a high hand in Shanghai province. Their troops have occupied Kiumi, a place where riots occurred some time ago in connection with the building of their railway line. They have also, it is said, burned several hostile villages as a warning example to others. It is to be hoped that this drastic handling will not merely cause the name of foreigner to be additionally hated, and occupation by the peaceful missionary or merchant more difficult than it was before.

A Seoul telegram to the *Asahi* states that the Korean Government has been trying to procure five million yen to relieve its financial burdens. It had been proposed to put forward the Customs revenue as security but Mr. McLeavy Brown protested against the idea. The authorities then tried to offer the mines as security, but there too they encountered objection. They attempted to float a loan in America last summer, but this again proved a failure. The recent movements in connection with the Seoul-Wijon railway are reported to refer to a loan of five million yen. The railway will be given as security. The expense of constructing the line between Seoul and Rajin is estimated at two million yen at the outside.

The consecration of the Rev. Father Paris as Roman Catholic Bishop of Kiangnan was to take place on Sunday, the 11th inst., at the Tongkiado Cathedral, Shanghai papers state.

A Japanese paper states that the *Meiwo Maru* has paid 1,000 yen damages to the captain of the schooner *Yasuda Maru*, which was sunk in collision with the *Loe* in the Inland Sea a short time ago.

The U.S. Army launch *Hoi Wing*, bound from Hongkong to Taku, had her boilers burst out when 150 miles north of Shanghai, and returned to the latter port under sail, reaching there on the 6th inst.

Incoming steamers from the North report a "cold snap" within the last few days. Several colds have been felt throughout Japan, and there has been a heavy fall of snow, the first this season, at Aomori, Hokkaido.

At an inquest held on the 3rd instant at Shanghai on the body of Captain John McPhail, of the British barge *Elizabeth Nicholson*, who died suddenly on the previous day at his residence in Boone Road, a verdict of "Death from natural causes" was returned.

With reference to the press *communiqué* issued with regard to the coinage of silver, the *Madras Mail* says that the handsome profit of nearly three crores which Government have made over the transaction should be set aside as a reserve fund for the maintenance of the rupee at its present level, and not be appropriated as profit to Government.

Another of the old-time sailing vessels trading from America to the Far East has been lost in the waters of the Pacific. A New York telegram, dated October 1st, states that the board of underwriters had received a cablegram from Montevideo saying that the ship *P. M. Blencard*, of Boston, Captain Courtney, from Baltimore, April 6th, for San Francisco, had been burned at sea and was a total loss. Her crew were safe at the Falkland Islands.

The people of Changchun on the Grand Canal are rather chuckling, says the *P. & T. Times*, to think that their town has escaped any damage from either Boxers or foreign troops. They congratulate themselves on having treated both parties alike, i.e. bought them off. Before the outbreak of hostilities they paid the Boxers to keep out of the town, and after the capture of Tientsin they paid the foreign troops to stay away—so they claim!

A belated copy of the *N.-C. Daily News* gives the following account of the Shanghai St. Legation on the 2nd instant:—A magnificent race and a splendid finish saw the St. Legation. There was considerable delay on the post, but at last they got away to a good start, with *Modder* showing well to the front. They came by the Judges' box for the first time. Then the field began to open out, and *Cicero II* took a lead, which he held for some distance. *Bulbul* came along as they neared the Widow's Monument, and was in a good position as they turned into the home straight. Then the real excitement of the thing began; *Bulbul* was being ridden hard, but behind him came *Scorer* and *Amphion*. Edwards was lifting *Scorer* along splendidly, and C. R. Burkill was getting every ounce out of *Bulbul*. It seemed as though the race was between them, and the cry of "*Scorer*!" went up. But on the outside Meyerink was making a last desperate call to *Amphion*. The finish was within a few strides, when he positively wrenched him to a lead of a neck from *Bulbul*, and won waving his whip joyously. Only half a length behind *Bulbul* came *Scorer* splendidly ridden by Edwards. The cheers that greeted the winner were a tribute to a fine effort, a fine jockey, and a splendid pony.

MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 12th November.

MACAO ESCAPES THE TYPHOON.
On Saturday morning the usual typhoon signals were fired from the Monte Fort to warn the public of an approaching storm, and every preparation was made to meet the apprehended disturbance in the elements. Towards noon the wind increased in force, but fortunately the blow was slight, and no damage was done. It was what is usually termed "a stiff nor' wester," and small craft, as well as cargo steamers and passenger boats, rode steadily at their anchors and moorings. The tide was unusually high at the time the signals were given, but it gradually subsided and later in the day had become normal.

PROHIBITION OF SHOOTING PARTIES WITHDRAWN.
The order prohibiting shooting parties to leave Macao has been rescinded, but every "sport" must possess a license to carry arms which can be obtained from the Secretariat for two dollars, and which will hold good for a period of six months. On every occasion a party desires to go on a shooting expedition, each member of it must get a permit from the Secretariat, to be returned to the Secretary's Office at the end of the trip. Last night (Saturday) a grand party went out, and it is believed they will return this morning.

THE IMPROVEMENT OF THE TOWN.
The Government has agreed to compensate the proprietors of the St. Lazarus quarter, which will shortly be demolished preparatory to the erection of a new block of buildings. \$30,000 is about the figure paid for the quarter, an amount which is considered satisfactory all round. This is another indication of *Seahor's* excellent administration during the time he has presided over the affairs of the Colony.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

HONGKONG, 12th November, 10.30 p.m.

PRINCE TUAN'S FLIGHT CONFIRMED.

The news is confirmed that Prince Tuan has gone to Kansu, but the story that he has become a Buddhist monk is doubtful.

THE EMPRESS'S EMISSARIES BUSY.

Yu Chi-yuan has arrived in Nanking to collect the tribute. His second in command, Hu, has gone to Hunan to raise a militia on Boxer lines.

LI HUNG-CHANG'S NEW POST.

Li Hung-chang has been appointed Generalissimo of the Northern Armies in the place of Yung Lu.

SIR R. HART TO ARRANGE THE INDEMNITY.

Sir Robert Hart has been appointed on behalf of China to arrange the indemnity with the foreign Powers.

WEIHAIWEI.

[FROM OUR CORRESPONDENT.]

H.M.S. "TERRIBLE" MAKES A WORLD'S SHOOTING RECORD.

Weihaiwei, 31st October.

The China Squadron will appreciate the distinction of having amongst its number a ship that has just made a "World's Record" at shooting; for this is what the *Terrible* has just accomplished at her prize-firing that took place here this week. The percentage is unprecedented with 6 inch quick-firers, and it must be a gratifying result to Captain Scott to see such a splendid record, as a reward for his persistent attention to the instruction of his gunnery men. This is the second occasion that the same Captain has beaten all previous records with sensational leads in shooting; for the score still requires beating, that was obtained at prize-firing with four years in his last command up the Mediterranean. The percentage of actual hits made with the 6 inch in the *Terrible* are 700, the next best record is that of the *Majestic*, which ship, according to a Service Journal, has "covered herself with glory" with only 50 per cent. of hits. Were it not for the fact that two lieutenants from the *Orlando* were on board as "official umpires," and also that photographs of each individual gun's performance were taken immediately afterwards, a pardonable suspicion of accuracy in the figures might be deduced, owing to the gulf between the *Terrible's* record and the next best in the Navy. This ship has two 9.2's and twelve 6 inch guns; the shooting from the former was also a brilliant record, having made 60 per cent. of hits, the smaller guns not having yet fired owing to bad weather setting in. The following is the history of how the result was obtained:

Guns fired.	Rounds each ran.	Hits.
4	10	35
3	9	24
2	8	9
3	7	12

Totals 12 guns (6 in.) 104 rounds. 80 hits.
Average per gun: 8.6 rounds, 6.6 hits, each two minute run.

Average per gun per minute; 4.3 rounds, 3.3 hits.

Four captains of guns made "possibles"; two with 10, and two with 9 rounds. The target was repeatedly knocked away, the firing taking two days to complete as a consequence; and as it only takes 36 minutes of time for all the runs, many hours were spent repairing targets each day.

The "misses" would have been "hits" had a ship been substituted for the target, and a gunboat would have been sufficient to have bagged every shell fired.

It is therefore not surprising that men who could make such phenomenal shooting as this should have earned such a reputation from Lady Smith to Tientsin.

We should say that every ship in Her Majesty's Service ought to be able to make an equal record as the foregoing; for more instruction was given the "man behind the gun," instead of the "man behind the holystone and brush," *Satis, corborum*.

Weihaiwei, 1st November.

A ROUGH TIME.

The *Terrible* came into harbour yesterday at noon from prize-firing outside. The ship had only just finished the second day's firing when, all of a sudden, the wind freshened and the sea began to rise quickly. They had two steam boats and a launch out attending for repairing targets, recording shots, &c. The boats were got alongside to be hoisted in, but the sea rose so rapidly that all attempts at hoisting them had to be abandoned, as it had become positively dangerous for both boats and crews. The launch was eventually hoisted at the bows, and the two steamboats moored astern, the ship having anchored. Towards dusk the wind and sea increased with great force, and every few minutes huge waves would break over the two steamboats; their crews pluckingly bailing them out to keep them afloat. Shortly before midnight the launch was washed away from the bows, and drifted quickly astern, but was caught by a grapple being thrown into her, which luckily secured itself, a man from the picket boat jumping into her at great personal risk and securing a hawser to her bows. The

sea was still increasing, and rain falling at intervals, the weather becoming intensely cold, the crews in the steamboats were already suffering from exposure, but to relieve them had become impossible, as the boats were compelled to ride at the extreme length of safety.

PICKET BOAT LOST.

The searchlights were kept playing on them, which was a certain amount of relief to the crews, as darkness added to their other misfortunes would have made them appear worse than they really were. Thus the night was passed, the ship's crew working in sea-reliefs ready for any emergency, though fortunately not required to meet any during the night. Next morning, however, the picket boat was found, brought all hands tumbling on deck to find that the picket boat had sunk and all her crew struggling in the sea.

A LESSON IN SEAMANSHIP.

The Commander had provided against this contingency happening by having drilled a life belt for every occupant of each boat, so that there was no danger of anyone falling before being rescued. Six out of the seven drifted towards the launch, which was within of the sunken boat and were pulled in, but the other man went floating away on a water breaker, gaily waving his hand to his comrades, who were all right. The lifeboat was quickly hauled him, and got him on board safely, but the sea was so rough and wind so strong, that the cutter could not fetch the ship, so was ordered to run for the eastern entrance of the harbour, and reached there safely. The lowering and getting away of the lifeboat from the ship was a slight evolution, and the pluck and endurance of the crew of the picket boat is worthy of mention, as it was entirely owing to his personal exertion—the rest of his crew being enabled with exposure in constantly bailing out his boat all night long, that he did not sink long before, owing to her stern piece getting shaky and leaking in much water. The cutter's crew were manfully entertained on board the *Goliath* to hot food and coffee on their arrival in harbour, and lent dry clothing. As the ship afterwards commenced to drag towards a lee shore the Captain decided to weigh and go into harbour, which of course was an easy matter for the ship herself, but the steamboat followed the cutter and the launch was towed; the latter boat was as safe as possible the whole time. All the men who had been in the boats all night had met with an unusual experience, yet they were so well attended to after coming on board again that in the evening they appeared none the worse for the practical seaman's lesson of the night previous.

Except for the loss of the picket boat—which it is hoped may be recovered—the episode had a happy ending.

Weihaiwei, 6th November.

RECOVERY OF THE STEAM-BOAT.
The *Terrible* has recovered her sunken steamboat. The *Orlando* (drifter) took out a party of men and the ship's divers under Commander Ogilby, on the 1st inst., and were able to locate the *Terrible's* boat, which had sunk. The diver was made by the diver to go down, but they failed to reach the boat owing to strong tide; they were successful at slack water. As the diver was hoisted to the surface by the ship's machinery and brought alongside the ship, the appearance of the boat now would not indicate that it had spent three days and nights at the bottom of the gulf of Pechili.

WINTER PLANS.

The Rear Admiral is expected here on the 11th inst. and will winter north, but the movements of the other ships are uncertain.

TYPHOON INCIDENTS.

LIVES SAVED BY AN AMERICAN SHIP.

During the typhoon on Saturday morning the American ship *State* of Maine was anchored near to Stonecutter Island. At about half past four a junk came past. There were eight Chinese on board, and as it was evident that the junk could not keep afloat much longer, the crew were terrified. Three of them more held than the others determined to make a desperate attempt to save their lives. They accordingly caught hold of the channels of the American ship and with considerable difficulty and at much risk to themselves Captain Calcord and some of his men got them aboard. Had the crew tried to save themselves they could have been saved in a similar manner, but they were afraid to make the attempt, as the junk was going along a rocky shore. She was out of sight of the ship, and the crew, at the rate of eight or nine miles an hour, and no doubt soon foundered, as she was not fitted with water and her masts were hanging over the side.

Captain Calcord has experienced many stiff breezes in his time, but he informed a *Daily Press* representative that this was the strongest he had ever been in. He had never been so near the centre of a typhoon before. He would not have been so near on this occasion if he had had plenty of water to keep into.

THE STRANDED "BENJAMIN SEWALL."

It seems that when the American ship *Benjamin Sewall* (Captain Sewall in command) broke her chain during the typhoon and collided with the Chinese gunboat *Pu-Pu*, of Captain Lee Bush, 1st command. The ship carried away the cutter's top mast, life lights, gutter, and gangway, and did other damage to her. She subsequently sprung a leak and was stranded in the mid-belt the Royal Naval Hospital. The captain of the cruiser is endeavouring to secure repayment for some of the damage. Should he not succeed he will have to make it good himself, as in the Chinese Navy the captain is responsible for any damage done to his vessel, whether it could have been avoided or not.

SUPREME COURT.

November, 12th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SHERBOURNE SMITH.

HWOK XI NGAN V. CHUI NGAN MUI.

A CHARGE FOR WAJES.

This was a claim for wages amounting to \$350 brought in as a charge.

Mr. Hays (Master) Johnson, Stokes, and Master appeared for the plaintiff, and Mr. Bruton (Messrs. Mounsey and Bruton) for the defendant.

Mr. Hays said that this was a suit brought by the plaintiff, who was an engineer by profession. In August last he entered into an agreement with the defendant, who was the master of the *Kung On* Ship in Des Voeux Road to serve on board the *Fai Lee* as one of the crew in the capacity of chief engineer. They were to take the *Fai Lee*, which was of the American Government, to Tientsin. No written agreement was entered into at the time—that was to say, no agreement signed by both parties. The plaintiff went to see the defendant at his house in the *Kung On* ship, Des Voeux Road. He was told there was a vacancy for an engineer on board the *Fai Lee*. The question of wages was discussed, and the plaintiff was told that his wages would be \$70 per month for six months. There were eight or nine other persons present at the time, and these were to form the rest of the crew. The launch was to be commanded by Captain Cannon, who was to take the *Fai Lee* to Tientsin. They got to Tientsin, and remained there a short while. They were landed and lodged in a sort of cook-house, and after a short while they were told that their services were not required any more and that they could go back to Hongkong. On asking what they were to do for their wages they were given a letter addressed to Captain Cannon, whom he proposed to call as a witness, and this Captain Cannon was a quartermaster in the service of the United States Army, and he was the paymaster on whose rolls these people's names were put for payment, and so was the man, and he transferred these rolls to whom they had to look for payment. At Tientsin they were put into one of Messrs. Butterfield and Swire's boats. They were told that they would be taken to Hongkong, but they were taken on to Shanghai. They had to get back to Hongkong as best they could, and the plaintiff's passage down to Hongkong formed part of the claim.

The plaintiff gave evidence in support of Mr. Hays' statement. He said that when he got to the defendant's house he said to him, "I have got a good job for you." He said, "This is good, what good job?" The plaintiff said, "To go to Tientsin." Witness asked for \$80 a month, but the defendant agreed to give him \$70 for six months. He told the defendant he would not engage for less than six months, even if he got \$100 a month. Witness asked the defendant, "Is it really six months?" and the defendant replied, "Yes. Even if you go there and back at once you will get six months' pay." Witness asked him for a written agreement, but the defendant said that a verbal agreement was quite sufficient. Witness asked, "Is it as honest a deal?" and the defendant replied, "Yes; when one Chinaman deals with another there is no cheating."

Evidence was also given by several other members of the crew, *Leung Fan*, who went to Tientsin as quartermaster in the *Fai Lee*; said he was present in the *Kung On* Ship when the arrangement was made between the plaintiff and the defendant. Several other members of the crew were also present. He heard the conversation between the plaintiff and the defendant. The plaintiff wanted \$80 a month, but the defendant would not give him more than \$70 a month, which was going up to \$770 a month, and added, "You are average for six months. If you come back at the end of a month it will be all the same. You will have six months' wages." They asked him to give a written agreement, saying that they did not want going as it was war time. They ultimately agreed to go, though the agreement was only a verbal one. Several of the crew put their names down on a piece of paper. He did not know why the crew were sent ashore at Tientsin. The lights on the launch were always kept burning properly. Sometimes the oil was not very good and they had to add kerosene to it to make it burn better. When they were sent ashore nothing was said about their not attending to the lights properly.

Another quartermaster said that when they got to Tientsin the chief engineer and the others did their duty properly. When the crew were sent away from the launch he heard no reason given.

Mr. Brington said the case for the defendant was that he was instructed by Captain Cannon to engage a crew for the *Fai Lee* for a voyage to Tientsin. An agreement was drawn up between Captain Cannon and the defendant, and in this agreement the wages to be paid to each of the crew was mentioned, and the agreement added, "This agreement stands good until we get to Tientsin." The defendant knew exactly what terms he had to offer to the men, and the crew were employed on those terms simply for a voyage to Tientsin. That was the understanding on which the men were engaged. It took eight days to get to Tientsin. After they had been there three or four days complaints were made to Captain Cannon that the lights were not kept on board his launch, and was asked if he could not keep a light. He replied that he could not keep a light, but he would keep a light. Accordingly the harbour authorities removed the crew, and put a fresh crew on board, and the old crew were sent back.

The defendant corroborated.

In reply to Mr. Hays he said he signed the paper which had been mentioned to show that he had got the money with which to pay the men.

The hearing was adjourned.

Lord Arthur Cecil, M.P. brother to the Marquis of Salisbury, as an expert member of the Indian Horse Breeding Commission, is to receive £250 per annum, plus his travelling expenses, in return for his services on that Commission.

LATEST STEAMER MOVEMENTS.

The C. F. R. steamer *Empress of Japan* left Vancouver on Saturday, 10th November, p.m., for Hongkong via the usual route of call.

The N. Y. K. steamer *Bijon Maru* (American Line) left Kobe via Moji for this port on the 10th inst. and is expected to arrive here on 15th inst.

The N. P. steamer *Queen Adelaide* sailed from Tacoma for Japan and Hongkong on the 10th inst.

The C. M. steamer *Yungtze*, from Glasgow and Liverpool, left Singapore for this port on the 12th inst. and may be expected here on or about the 17th inst.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL.	AGAMEMNON	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	To-day.
LONDON, &c., VIA PORTS OF CALL.	COROMANDEL	Brit. str.	—	E. W. Vibert, R.N.E.	P. & O. S. N. Co.	On 24th inst., at Noon.
LONDON VIA SUEZ CANAL.	AAJAX	Brit. str.	—	Batt	BUTTERFIELD & SWIRE	On 27th inst.
LONDON VIA SUEZ CANAL.	ANTENOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 11th Dec.
LIVERPOOL DIRECT.	CANTON	Jap. str.	—	C. F. Lockstone, R.N.E.	P. & O. S. N. Co.	On or about 20th inst.
BREMEN VIA PORTS OF CALL.	TANTALUS	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 17th inst.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	BYRON	Brit. str.	—	Tillotson	BUTTERFIELD & SWIRE	On 24th Dec.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	BAVERN	Ger. str.	—	H. Blocker	MELCHERS & CO.	To-morrow.
HAVRE, BREMEN & HAMBURG V. COLOMBO.	HAKATA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 16th inst., at Daylight.
HAVRE & HAMBURG.	TOKIN	Fren. str.	—	Vaquier	MELCHERS & CO.	On 19th inst., at 1 P.M.
HAVRE & HAMBURG.	AWA MARU	Jap. str.	—	N. Trenat	NIPPON YUSEN KAISHA	On 30th inst., at Daylight.
HAVRE & HAMBURG.	SUEVIA	Ger. str.	—	Förck	CARLOWITZ & CO.	On 19th inst.
HAVRE & HAMBURG.	AMBRIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 6th Dec.
HAVRE & HAMBURG.	ARAGONIA	Ger. str.	—	Jansen	CARLOWITZ & CO.	On or about 20th Dec.
HAVRE & HAMBURG.	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th Dec.
NEW YORK VIA SUEZ CANAL.	SAMBIA	Brit. str.	—	Schmidt	CARLOWITZ & CO.	On or about 8th Jan.
NEW YORK VIA SUEZ CANAL.	HILLOREN	Brit. str.	—	Doddwell & Co., Limited	CARLOWITZ & CO.	On or about 20th inst.
NEW YORK VIA SUEZ CANAL.	VEDON	Ger. str.	—	Shewan, Tomes & Co.	CARLOWITZ & CO.	On or about 29th Dec.
NEW YORK VIA SUEZ CANAL.	GLENGARNEY	Brit. str.	—	Hansen	McGREGOR BROS. & GOW	On 25th inst.
VANCOUVER, VIA SHANGHAI &c.	EMERALD OF INDIA	Brit. str.	—	F. Gedyo	CANADIAN PACIFIC R. CO.	On 26th inst.
VICTORIA, B.C., TACOMA VIA SHANGHAI &c.	TACOMA	Brit. str.	—	O. P. Marshall, R.N.E.	DODWELL & CO., LIMITED	On 24th inst., at 4 P.M.
VICTORIA, B.C., TACOMA VIA SHANGHAI &c.	RIOTUN MARU	Jap. str.	—	A. Dixon	NIPPON YUSEN KAISHA	On or about 27th inst.
PORTLAND, OREGON VIA JAPAN	MILOS	Ger. str.	—	J. W. Ekstrand	T. M. STEVENSON & CO.	On 17th inst., at Noon.
SAN FRANCISCO VIA AMOY, &c.	COPTIC	Brit. str.	—	U. & O. S. S. Co.	TOYO KISEN KAISHA	On 24th inst., at Noon.
SAN FRANCISCO VIA AMOY, &c.	AMERICA MARU	Jap. str.	—	Toyokuni Kaisha	PACIFIC MAIL S. S. CO.	On 4th Dec., at Noon.
SAN FRANCISCO VIA SHANGHAI &c.	CITY OF PEKING	Amr. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 20th inst.
SAN DIEGO, &c., VIA MOJIL, &c.	CARLETON CITY	Brit. str.	—	Ellis	GIBB, LIVINGSTON & CO.	On 15th inst., at 4 P.M.
AUSTRALIAN PORTS.	EASTERN	Brit. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
TRIESTE, VIA STRAITS, CALCUTTA, COLOMBO, &c.	KASUGA MARU	Jap. str.	—	P. Craglie	SANDER, WIELER & CO.	On 17th inst., P.M.
YOKOHAMA, VIA NAGASAKI & KOBE	SHIMAZU	Brit. str.	—	G. K. Wright	P. & O. S. N. Co.	On or about 30th inst.
YOKOHAMA & KOBE	GISELA	Aus. str.	—	F. Moser	SANDER, WIELER & CO.	On 21st inst., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 26th inst., at Daylight.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	SHINANO MARU	Jap. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	KONIG ALBERT	Ger. str.	—	O. Cappers	MELCHERS & CO.	Quick despatch.
SHANGHAI	TAIWAN	Brit. str.	—	Harder	BUTTERFIELD & SWIRE	To-day.
HIOHOW & HAIPHONG	BENGAL	Brit. str.	—	S. Barham	P. & O. S. N. Co.	On or about 23rd inst.
SWATOW, AMOY & FOOCHOW	THALES	Brit. str.	—	Holman	DOUGLAS LARPAK & CO.	To-morrow, at Noon.
SWATOW, AMOY & TAIWANFOO	HAICHING	Brit. str.	—	S. Atsumi	DOUGLAS LARPAK & CO.	To-day, at Noon.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	K. Hasegawa	DOUGLAS LARPAK & CO.	To-morrow, at Daylight.
FOOCHOW VIA SWATOW & AMOY	TAMUJI MARU	Jap. str.	—	K. Sasaki	DOUGLAS LARPAK & CO.	On 15th inst., at Daylight.
MANILA	AKASHI MARU	Jap. str.	—	R. W. Almond	DOUGLAS LARPAK & CO.	On 21st inst.
MANILA, ILOILO & ZEBU	MENKUI	Brit. str.	—	Ponnetfathier	DOUGLAS LARPAK & CO.	On 15th inst., at 5 P.M.
BOMBAY, VIASHI, NAGAPORE & COLOMBO	KAITONG	Brit. str.	—	T. Mural	BUTTERFIELD & SWIRE	On 24th inst.
	KAGOSHIMA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	To-morrow, at Noon.

SHIPPING.

ARRIVALS.
Nov. 11, CHEANG HOCK KIAN, British str., 956, Penang, Penang 3rd November and Singapore 4th, General.—CHINESE.
Nov. 11, BORDEN, French transport, 2,701, H. Blangie, Singapore 2nd November.
Nov. 11, GUENFANG, British str., 2,350, R. A. Donahue, London 21st September, General.—McGREGOR BROS. & GOW.
Nov. 12, AGAMEMNON, British str., 4,461, H. Nish, Shanghai 9th Nov., General.—BUTTERFIELD & SWIRE.
Nov. 12, BENALDER, British str., 1,058, McIntosh, Antwerp 26th September, Coals.—GIBB, LIVINGSTON & CO.
Nov. 12, WINGANG, British str., 1,517, T. H. Sellar, Swatow 11th Nov., General.—JARDINE, MATHESON & CO.
Nov. 12, THALES, British str., 820, Robson, Swatow 11th Nov., General.—DOUGLAS LARPAK & CO.
Nov. 12, CHUYEN, Amr. str., 1,177, Wm. Jamieson, Shanghai 8th Nov., General.—CHINESE.
Nov. 12, NANYANG, German str., 283, Th. Lehmann, Nanking and Chiao 6th Nov., Beans.—SCHWENK & CO.
Nov. 12, SULLBERG, German str., 782, J. Jensen, Chio 6th Nov., Beans and Oil.—JENSEN & CO.
Nov. 12, DAYDEAR, British str., 700, Best, Shanghai 8th Nov., General.—CHINESE.
Nov. 12, MARIE JENSEN, German str., 1,700, Heutner, Java 2nd Nov., Sugar.—JENSEN & CO.

CLEARANCES.

At the Harbour Master's Office.
12th November.
Hacking, British str., for Swatow.
Forest Dale, British str., for Moji.
Tung, British str., for Shanghai.
Arie, British str., for Shanghai.
Agamemnon, British str., for Singapore.
Anigo, German str., for Penang.

DEPARTURES.

Nov. 11, COMITE, French gunboat, for Kwang-chow-wai.
Nov. 11, PAN, Belgian str., for Iloilo.
Nov. 12, WATERWICH, British surveying ship, for a cruise.
Nov. 12, SOBRON, British str., for Shanghai.
Nov. 12, PENTAKOTA, Brit. trapt., for Calcutta.
Nov. 12, UNDAUNED, British str., for Penang.
Nov. 12, NANYANG, German str., for Canton.
Nov. 12, CHUYEN, Amr. str., for Canton.
Nov. 12, KWANGLO, British str., for Shanghai.
Nov. 12, DIAMANTE, British str., for Canton.
Nov. 12, HONGKONG, French str., for Haiphong.
Nov. 12, SHANG, British str., for Shanghai.
Nov. 12, BENALDER, British str., for Kioachow.
Nov. 12, G. BARRALDO, Chilean training ship.

VESSELS IN DOCK.

ABERDEEN DOCK.—Mohawk.
KOWLOON DOCK.—For Juan de Austria, Chingta, H.M.S. James, Menelaus, Tartar, Chingshan, J. Dieckmann.
GOVERNMENT DOCK.—Coptic.

SHIPPING REPORTS.

The British steamer Agamemnon, from Shanghai 9th inst., had strong N.E. and E.N.E. winds and general fine weather.
The American steamer Chuyen, from Shanghai 8th inst., had moderate monsoon to Chong Island, from there to port variable winds and fine weather.
The British steamer Thales, from Swatow 11th inst., had strong northerly winds and dull, cloudy weather. In Amoy—H.M.S. Isis, two Japanese men-of-war and str. Hong Wan I. In Swatow—German man-of-war Bussard, str. Wingang and Fornosa.
The British steamer Japen, from Shanghai 8th inst., had dull and overcast weather, with variable winds and light misty rain to Tung Tung, thence for four hours and strong N.E. and N.E. gales, from Turnabout very heavy sea, moderate at Hong Kong was approached, but still heavy all outside.

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.
STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship
"KONIG ALBERT"
of the Norddeutscher Lloyd.
Captain O. Cappers, due here with the outward German Mail about the 13th inst., will leave for this above places about 24 hours after arrival.
NORDEUTSCHER LLOYD.
For further Particulars apply to
MELCHERS & CO., Agents.
Hongkong, 10th November, 1900.

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship

"TAIWAN"
Captain Harder, will be despatched as above TO-DAY, the 13th inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th November, 1900. [2865]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"AGAMEMNON."
Captain Nish, will be despatched as above TO-DAY, the 13th inst.

For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 3rd October, 1900. [2869]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.
THE Company's Steamship

"ANPING MARU."
Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 14th inst., at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 8th November, 1900. [1443]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"EASTERN."
Captain Ellis, will be despatched for the above ports on THURSDAY, the 15th inst., at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 29th October, 1900. [2769]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"MENMUI."
Captain R. W. Almond, will be despatched as above on THURSDAY, the 15th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & CO., General Managers.
Hongkong, 10th November, 1900. [2863]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.
THE Company's Steamship

"TAMUJI MARU."
Captain K. Hasegawa, will be despatched for the above ports on SUNDAY, the 18th inst., at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 12th November, 1900. [15]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, UPOBOTO, LONDON, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA Capt. Förck	HAVRE, BREMEN, HAMBURG (via COLOMBO) (London with transshipment in Hamburg)	On 18th November. Freight.
AMBRIA Capt. A. Wagner	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 6th December. Freight.
ARAGONIA Capt. Förck	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 20th December. Freight.
WITTENBERG Capt. Hempel	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 30th December. Freight.
SAMBIA Capt. Schmidt	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 8th January. Freight.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE. NORDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900. [19]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU T. Mural	BOMBAY, VIA SINGAPORE and COLOMBO	WEDNESDAY, 14th Nov., at Noon.
HAKATA MARU F. L. Sommer	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 16th Nov., at DAYLIGHT.
HITACHI MARU G. Anderson	Kobe and YOKOHAMA	FRIDAY, 23rd Nov., at DAYLIGHT.
KASUGA MARU E. W. Haswell	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 23rd Nov., at 4 P.M.
RIOTUN MARU J. W. Ekstrand	U.S.A. via SHANGHAI, MOJIL, KOBE and YOKOHAMA	SAURDAY, 24th Nov., at 4 P.M.
SHINANO MARU G. E. P. Cook	NAGASAKI, KOBE and YOKOHAMA	MONDAY, 26th Nov., at Noon.
AWA MARU N. Trenat	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 30th Nov., at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 30th October, 1900. [12]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	SORBAUX	About 10th Nov.	Freight or Passage.
SHANGHAI	L. M. Vibert, R.N.E.	Nov.	Freight or Passage.
SHANGHAI	BENGAL	About 23rd Nov.	Freight or Passage.
LONDON, &c.	S. Barham	Nov.	Freight or Passage.
	COROMANDEL	Noon, 24th Nov.	See Special Advertisement.
	F. W. Vibert, R.N.E.	Nov.	Freight or Passage.
LONDON	CANTON	About 29th Nov.	Freight or Passage.
YOKOHAMA VIA NAGASAKI & KOBE	C. F. Lockstone, R.N.E.	Nov.	Freight or Passage.
	G. K. Wright	About 30th Nov.	Freight or Passage.

PASSENGER SEASON, 1901.

S.S. PLASSY 7240 tons. Mural 30th. MARSEILLES and LONDON DIRECT.
S.S. SOBRON 7232 tons. April 27th. Without Transshipment.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 5th November, 1900. [1]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA, ANTWERP,

BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON ON LAST PASSENGERS AND CARGO. N.B.—CARGO CAN BE TAKEN ON THE STEAMERS AT LONDON TO THE PRINCIPAL PLACES IN THE LEVANTE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
BAYERN	WEDNESDAY, 14th November.
STUTTGART	WEDNESDAY, 23rd November.
KONIG ALBERT	WEDNESDAY, 26th November.
PRINZ HEINRICH	WEDNESDAY, 26th December.
PRINZESS IRENE	WEDNESDAY, 9th January, 1901.
PREUSSEN	WEDNESDAY, 23rd January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 6th February, 1901.
SACHSEN	WEDNESDAY, 20th February, 1901.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 6th March, 1901.

ON WEDNESDAY, the 14th day of November, 1900, the Steamship "BAYERN" of the Norddeutscher Lloyd, Captain H. Blocker, will sail for SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, and HAMBURG.

Shippers' Goods will be loaded on MONDAY, the 12th inst. Cargo and Specie will be received at the Agency on TUESDAY, the 13th inst. and on WEDNESDAY, the 14th inst.

Contents of Packages must be declared on TUESDAY, the 13th inst. and on WEDNESDAY, the 14th inst. Packages should not be sent to the Agency on TUESDAY, the 13th inst. and on WEDNESDAY, the 14th inst. Packages should not be sent to the Agency on TUESDAY, the 13th inst. and on WEDNESDAY, the 14th inst.

The Steamer has a medical department with a Doctor and Stewardess. Life can be insured on board.

NORDEUTSCHER LLOYD.

MELCHERS & CO., AGENTS.

For further Particulars, apply to

Hongkong, 1st November, 1900.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KORE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
TACOMA	2,311	A. Dixon	November 26
BRANHAM	2,301	W. Watt	December 6
GOODWIN	2,301	A. Jackson	December 13
DUKE OF FIFE	2,301	J. S. Cox	December 20

THE attention of Shippers is directed to the fact that the Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES, is now open.

Excellent accommodation. First class Table, Doctor and Stewardess carried. Passengers to the Interior and Eastern Cities of the United States, via the PACIFIC COAST, will be carried at the same rate as to the PACIFIC COAST.

HONGKONG TO NEW YORK, \$48.

For further particulars, apply to the Agents of the Line, or to the Agents of the Northern Pacific Railway Company.

HONGKONG TO VICTORIA, B.C. AND TACOMA, \$23.

The Line has a medical department with a Doctor and Stewardess. Life can be insured on board.

For further information as to Passage or Freight, apply

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUEME AND TRISTE. (Taking Cargo at through rates to the Brazils, SOUTH AFRICA, MADRAS, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"SILESIA" will be despatched above on SATURDAY, the 17th inst. P.M. For information as to Passengers and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 7th November, 1900. [16]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL, DIRECT. (Taking Cargo at London Rates)

THE Company's Steamship

"TANTALUS" will be despatched above on SATURDAY, the 17th November. For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th October, 1900. [2944]

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DUEEN, EGYPT, MAZELLE, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 10th November, 1900, at 1 P.M., the Company's Steamship "TONKIN," Captain Vaguer, with Mail, Passengers, Spade and Cargo, will leave this port for MAZELLE via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Spade will be registered for London as well as for Marseille, and accepted in transit through Marseille for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 5 P.M. Specie and Parcels until 3 P.M. on the 10th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 6th November, 1900. [2]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA.

S.S. "CARLISLE CITY" On 20th Nov. 3,002 Tons.

S.S. "KVAEVEN" On 12th Dec. 2,463 Tons.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOUL, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 20th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan, Hongkong, 8th November, 1900. [114]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERAM, GUY, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"COROMANDEL" will be despatched for Bombay on SATURDAY, the 24th November, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 12th November, 1900. [1]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. STONE & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"VERONA" will be despatched for the above port on or about 28th December.

For Freight apply to

CARLOWITZ & CO., Agents.

Hongkong, 8th November, 1900. [2353]

VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 17, at Noon.

Gambier (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 11, at Noon.

Doris (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 5, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 17th November, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and other points en route to break their journey to any point.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 24th October, 1900. [4]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed SAILINGS FROM HONGKONG.

America Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 24, 1900, at Noon.

Hongkong Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 13, 1900, at Noon.

Nippon Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 12, 1901, at Noon.

THE Twin-Screw Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 24th November, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 1st November, 1900. [15]

VESSELS ON THE BERTH

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "HILGLEN" will be despatched for the above port on or about the 20th November, 1900.

For Freight, apply to

DODWELL & CO., Agents.

Hongkong, 25th October, 1900. [2410]

OSAKA SHOSHEN KAISHA, LIMITED.

FOR FUKUOKA VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU" Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 21st inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th November, 1900. [2524]

GLEN LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENHARRY" will be despatched for the above port on the 25th November, 1900.

For Freight or Passage, apply to

McGREGOR BROS. & GOW, Agents.

Hongkong, 23rd October, 1900. [2746]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AJAX" Captain Batt, will be despatched as above on TUESDAY, the 27th November.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th October, 1900. [2685]

LOADING ON THE BERTH.

FOR PORTLAND, OREGON VIA JAPAN.

Booking Cargo for OVERLAND POINTS.

THE First Class Twin Screw Steamer

"MILOS" will be despatched on or about 27th instant.

For Freight, apply to

T. M. STEVENS & CO., Agents.

Hongkong, 7th November, 1900. [2351]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 4, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Dec. 27, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Jan. 22, 1901, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 4th December, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 9th November, 1900. [1]

SHEWAN TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE" will be despatched for the above port on or about the 20th December, 1900.

For Freight apply to

SHEWAN TOMES & CO., Agents.

Hongkong, 9th November, 1900. [2354]

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUBATTINO UNITED COMPANIES.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BISAGNO" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damage packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th instant will be subject to rent.

Bills of Lading will be countersigned by

CARLOWITZ & CO., Agents.

Hongkong, 6th November, 1900. [7]

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"AMBERIA" Captain A. Wagner, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., TO-DAY, the 9th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 9th November, 1900. [2359]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ULYSSES" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 8th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 15th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 15th instant.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th November, 1900. [2345]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"SOBRARON" FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—From London, &c., or S.S. India. From Australia, &c., or S.S. Himalaya.

Optional goods will be landed here unless instructions are given to the contrary before 9 A.M. on the 12th instant.

Goods not cleared by the 18th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

A. M. MARSHALL, Acting Superintendent.

Hongkong, 10th November, 1900.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M. of the 14th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & CO., Agents.

Hongkong, 11th November, 1900. [236]

HONGKONG STEAMERS.

Agamemnon, British str., 4,461, Nish, Nov. 12, Butterfield & Swire.

Afric, British steamer, 2,300, George, Nov. 10, Gibb, Livingston & Co.

Ambria, German str., 3,483, Wagner, Nov. 9, Steamer E. Co.

Anping Maru, Jap. str., 1,058, Atsumi, Nov. 3, Mitsui Bussan Kaisha.

Babelberg, German str., 1,386, Ruckham, Nov. 11, East Asiatic Trading Co.

Bisagno, Italian str., 1,509, Magagnoli, Nov. 6, Carlowitz & Co.

Cheong Hock Kian, British str., 256, Pantney, Nov. 11, Chinese.

Clintara, British str., 2,360, Williams, Oct. 17, Butterfield & Swire.

Choyang, British str., 1,194, Bowker, Nov. 5, Jardine, Matheson & Co.

Chuanhsan, British str., 1,282, Mosser, Nov. 3, Bradley & Co.

Clam, British steamer, 2,311, Evans, Nov. 6, Arnhold, Karberg & Co.

Coptic, British steamer, 2,744, Rindes, Nov. 7, O. & C. S. B. Co.

Daybreak, British steamer, 700, Best, Nov. 12, Chinese.

Decima, German str., 794, Christiansen, Nov. 6, Chinese.

Eastern, British steamer, 3,500, Ellis, Nov. 11, Gibb, Livingston & Co.

Empress of India, British str., 3,003, Marshall, Oct. 30, C. P. E. Co.

Feiching, British str., 983, Gordon, Nov. 11, Jensen & Co.

Forest Dale, Brit. str., 2,215, Cripsey, Nov. 11, Brando & Co.

Glenharry, British str., 2,350, Donaldson, Nov. 11, McGregor Bros. & Co.

Halshing, British str., 1,267, Hall, Nov. 10, Douglas Laprak & Co.

POST OFFICE NOTICES.

NEW YEAR PARCELS.—Parcels for the United Kingdom, posted before 2 p.m. on Friday, the 23rd November, are due in London about the 30th December. Senders of parcels are requested to post them a few days in advance. The German Mail of the 17th ult., left Singapore, on Friday, the 9th inst., at 2 p.m., and may be expected here to-day. The American Mail, with the American Mail dated San Francisco 17th October, left Yokohama on Tuesday, the 14th inst., and may be expected here on or about Wednesday, the 14th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Swatow, Amoy and Fuchow	Haiching	Tuesday, 13th, 11.00 A.M.
Singapore, Penang and Bombay	Swatow	Tuesday, 13th, 11.00 A.M.
Singapore	Agamemnon	Tuesday, 13th, 11.00 A.M.
Amoy	Cheong Hock Kian	Tuesday, 13th, 2.00 P.M.
Swatow, Amoy and Shanghai	Choyang	Tuesday, 13th, 2.00 P.M.
Yokohama and Kobe	Ambrisa	Tuesday, 13th, 3.00 P.M.
Yokohama and Kobe	Chingtu	Tuesday, 13th, 5.00 P.M.
Swatow, Amoy and Taiwanfoo	Aoying Maru	Tuesday, 13th, 5.00 P.M.
		Wednesday, 14th.
EUROPE, &c., India via Tuticorin		Registration, 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)	Bayern	(Registration, with late fee of 10 cents, up to 10.45 A.M.)
		Letters
Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne		Thursday, 15th, 3.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO		Saturday, 17th,
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents)		Registration, 10.00 A.M.
		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
	Coptic	Letters
		Monday, 19th,
		Circulars
		Registration, 10.00 A.M.
		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
EUROPE, &c., India via Tuticorin	Tonkin	Papers
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		Letters
		Wednesday, 21st,
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.		Registration 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Empress of India	(Registration, with late fee of 10 cents, up to 10.45 A.M.)
		Letters
		Saturday, 24th,
		Circulars
		Registration
		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
EUROPE, &c., India via Tuticorin	Coromandel	Papers
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Letters
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)		

TO-DAY.

Sale, Sundries, Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.

TO-MORROW.

Meeting of the St. John Ambulance Association, Chamber of Commerce Room, 12.30 p.m.
Organ Recital, St. John's Cathedral, 5.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	ON LONDON.
Telegraphic Transfer	2 1/2
Bank Bills, on demand	2 1/2
Bank Bills, at 30 days sight	2 1/2
Bank Bills, at 4 months sight	2 1/2
Credit, at 4 months sight	2 1/2
Documentary Bills, 4 months sight	2 1/2
ON PARIS.	ON PARIS.
Bank Bills, on demand	2.62
Credit, at 4 months sight	2.68
ON GERMANY.	ON GERMANY.
On demand	2.14
ON NEW YORK.	ON NEW YORK.
Bank Bills, on demand	50
Credit, 60 days sight	51
ON BOMBAY.	ON BOMBAY.
Telegraphic Transfer	156
Bank, on demand	157
ON CALCUTTA.	ON CALCUTTA.
Telegraphic Transfer	156
Bank, on demand	157
ON SHANGHAI.	ON SHANGHAI.
Bank, at night	71
Private, 30 days sight	72
ON YOKOHAMA.	ON YOKOHAMA.
On demand	2 1/2 p.c. dis.
ON MANILA.	ON MANILA.
On demand	1 p.c. pm.
ON SINGAPORE.	ON SINGAPORE.
On demand	1 p.c. pm.
ON BATAVIA.	ON BATAVIA.
On demand	12 1/2
ON HONGKONG.	ON HONGKONG.
On demand	2 p.c. pm.
ON SAIGON.	ON SAIGON.
On demand	1 p.c. pm.
ON BANGKOK.	ON BANGKOK.
On demand	60
SOVEREIGNS, Bank's Buying Rate	9.50
GOLD LEAF, 100 fine per tal	10.25
BANK SILVER, per oz	29 1/2

OPIMUM.

Quotations are:—	Allow net to 1 catty.
Malwa New	\$780 to \$790 per picul.
Malwa Old	\$810 to \$820
Malwa Older	\$830 to \$840
P. P. per-wrapped	\$850 to
Persian due quality	\$870 to \$880
Persian extra fine	\$890 to
Patna New	\$940 to per chest.
Patna Old	\$950 to
Banaras New	\$960 to
Banaras Old	\$970 to

VESSELS EXPECTED.

THE GERMAN MAIL.
The Imperial German Mail steamer *Konig Albert*, carrying the German mails with dates from Berlin of the 15th ult., left Singapore on Friday, the 9th inst., at 2 p.m., and may be expected here to-day.
The Imperial German Mail steamer *Bayern* left Shanghai on Saturday at noon, and may be expected here to-day.
THE AMERICAN MAIL.
The T. K. K. steamer *America*, with mails, &c., from San Francisco to the 17th ult., via Honolulu, has arrived at Yokohama, and left for this port via Island Sea, Kobe, Nagasaki and Shanghai on the 6th inst.
The P. M. steamer *City of Peking*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 23rd ult.
The O. & O. steamer *Galle*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 3rd inst.
THE CANADIAN MAIL.
The C. P. R. steamer *Empress of Japan* left Vancouver on Saturday, 10th Nov. p.m., for Hongkong via the usual ports of call.
MECHANIC STEAMERS.
The N. Y. K. steamer *Kagoshima Maru* (Bombay Line) left Kobe via Moji for this port on the 6th inst., and is expected to arrive here on the 13th inst.
The N. Y. K. steamer *Nakata Maru* (European Line) left Kobe via Moji for this port on the 6th inst., and is expected to arrive here on the 14th inst.
The H. A. L. steamer *Dragonada*, from Hamburg, left Singapore for this port on the 8th inst., and may be expected here on or about the 14th inst.

JOINT STOCK SHARES.

Hongkong, 10th November.

Stocks.	No. of Shares.	Issue.	Paid Up.	Last Dividend.	Closing Quotations.
HANKS.					
Hongkong and Shanghai Banking Corporation	50,000	\$125	\$125	at 1/11 1/2	318 p.c. pr. = \$516 1/2
Bank of China and Japan, Ltd.	100,000	25	25	2/8 for 1899	230, buyers
National Bank of China, Ltd.	20,000	25	25	2/8 for 1899	230, buyers
Do. Founders' Shares	20,000	25	25	2/8 for 1899	230, buyers
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$250	40 p.c. = \$20 for 1898	\$245, sellers
China Traders Ins. Co., Ltd.	24,000	\$83.33	\$83.33	16 p.c. for 1898 and 30 p.c. for 1899	\$32, sales & sellers
North China Ins. Co., Ltd.	5,000	\$100	\$100	1/2 p.c. for 1898	\$115, sellers
Yangtze Ins. Assoc., Ltd.	6,000	\$100	\$100	1/2 p.c. for 1898	\$117, buyers
Canton Insurance Office, Ltd.	10,000	\$250	\$250	5 p.c. for 1898	\$1, buyers
Strait Insurance Co., Ltd.	30,000	\$100	\$100	5 p.c. for 1898	\$1, buyers
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	\$27 for 1898	\$275, sales & sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$5 for 1898	\$75, sellers
SHIPPING.					
Hongkong, Canton and Macao S. S. Co., Ltd.	50,000	\$15	\$15	\$1.20 for half year ended 30/6/1900	\$321, sellers
Indo-China S. S. Co., Ltd.	60,000	\$10	\$10	\$1.20 for half year ended 30/6/1900	\$302, buyers
China & Manila S. S. Co., Ltd.	6,000	\$50	\$50	20 p.c. for 1899	\$85, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p.c. for year ending 30/6/18	\$41, sales & sellers
China Mutual S. S. Co., Ltd.	20,000	\$10	\$10	Int. of 5 p.c. on a/c. of 1900	\$103, buyers
Do. Ordinary	20,000	\$10	\$10	Int. of 5 p.c. on a/c. of 1900	\$103, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	\$1.05 = 12 p.c. for year ending 30/6/18	\$18, sales & buyers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	Int. of 5 p.c. on account of 1900	\$23, 5s.
REFINERIES.					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Int. of 8 p.c. for year ending 30/6/18	\$115, buyers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$33, buyers
MINING.					
Punjab Mining Co., Ltd.	60,000	\$8	\$8	None	\$280, sellers
Do. Preference	30,000	\$1	\$1	None	75 cents.
Société Fran. des Charbonnages du Tonkin	16,000	\$250	\$250	None	\$250.
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	8 cents, sellers
Jehang Mining and Trading Company, Ltd.	45,000	\$5	\$5	\$1.70 (coupon) 1/2	\$71.
Raub Australian Gold Mining Co., Limited	200,000	\$1	\$1	1/2 p.c. for 1898	\$50.
Oliver's Freehold Mines, Limited	15,000	\$5	\$5	None	\$21, sellers
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	\$4	None	\$150, sellers
Do. Preference	70,000	\$1	\$1	First year	71 cents, sales
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Ltd.	12,500	\$125	\$125	\$1.20 p.c. for 1898	\$450 p.c. pr. = \$566 1/2
Hongkong and Whampoa Dock Co., Ltd.	12,500	\$125	\$125	\$1.20 p.c. for 1898	\$450 p.c. pr. = \$566 1/2
Wharf and G. Co., Ltd.	30,000	\$50	\$50	Int. of 5 p.c. on account of 1900	\$84, buyers
Wanchai Warehouse and Storage Co., Ltd.	2,800	\$100	\$100	Int. of 5 p.c. on account of 1900	\$81, buyers
New Amoy Dock Co., Ltd.	6,000	\$50	\$50	22 p.c. for 1899	\$204.
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	Int. \$3 on account 1900	\$102, sellers
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	\$14 for 1899	\$25, buyers
West Point Building Co., Ltd.	12,500	\$50	\$50	Int. \$1.50 on acct. 1900	\$504, sales & sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p.c. for half year ended 30/6/1900	\$118, sales & sellers
Orlando Hotel Co., Limited	7,000	\$50	\$50	First year	58, buyers
Humphreys Est. & Fin. Co.	100,000	\$10	\$10	5 p.c. for 1899	\$117.5, sales & sellers
COTTON MILLS.					
Eric Cotton, Spinning and Weaving Co., Ltd.	17,500	\$100	\$100	\$1 p.c. for period ending 31/10/97	Tia. 32, sales
International Cotton Co., Ltd.	10,000	\$100	\$100	3 p.c. on account '98	Tia. 35
Loan-ming-mow Cotton Spinning & Weaving Co., Ltd.	8,000	\$100	\$100	4 p.c. on account '98	Tia. 36
Soy Cheong Cotton Spinning Company, Ltd.	2,000	\$100	\$100	9 p.c. for period ending 31/12/97	Tia. 37
Yee Hong Cotton Spinning Co., Ltd.	7,500	\$100	\$100	None	Tia. 40
Wong & Dya Co., Ltd.	12,000	\$100	\$100	None	\$5, sales & sellers
MISCELLANEOUS.					
Green Island Cement Co., Ltd.	50,000	\$10	\$10	10 p.c. for 1/9 on acc. Capt.	\$183, sales & sellers
China Borneo Co., Ltd.	7,500	\$20	\$20	None	\$31.
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Int. 11 p.c. for 90	\$18, sellers
Hongkong Electric Co., Ltd.	20,000	\$10	\$10	70 cents per share	\$611, buyers
Hongkong and China Gas Co., Ltd.	7,000	\$10	\$10	9 p.c. for 1899	\$118, buyers
Hongkong Rope Mfg. Co., Ltd.	10,000	\$50	\$50	\$10 for 1899	\$170, sellers
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	15 p.c. for 1899	\$20.
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Int. \$2 p.c. on acct. 1900	\$173, buyers
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	\$100	30/11/90	\$173, buyers
Dairy Farm Co., Ltd.	10,000	\$75	\$75	6 p.c. for 1899	\$89.
Campbell & Co., Ltd.	2,000	\$25	\$25	\$10 for 1899	\$8.
Hk & China Bakery Co., Ltd.	800	\$50	\$50	10 p.c. for 1899	\$50.
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	12 p.c. for 1899	\$20.
Bell's Asbestos & Agcy., Ltd.	10,000	\$10	\$10	75 p.c. for 1899	\$18.
United Asbestos Oriental Agency, Limited	100,000	\$10	\$10	\$12 for year ended 30/11/90	\$8, sales & sellers
Tobacco Planting Co., Ltd.	20,000	\$5	\$5	None	\$3, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$20	\$10 for 1899	\$97.5, sellers
Watkins, Limited	10,000	\$10	\$10	10 p.c. for 1899	\$10, sales & buyers
Universal Trading Co.	50,000	\$20	\$20	5 p.c. for 1899	\$44, buyers
COAL COMPANIES.					
Alumina, Limited	200	\$500	\$500	25 p.c. for 1899	\$1,600, buyers
La Commercial, Limited	200	\$500	\$500	Int. of 10 p.c. for 1899	\$1,000
Hensiana, Limited	750	\$100	\$100	First year	\$119
La Favorita, Limited	130	\$300	\$300	First year	\$625, sellers

ESTABLISHED 1809.

W. H. DAWSON & SONS, LTD.

HEAD OFFICE
CANNON HOUSE,
Bream's Buildings,
LONDON,
ENGLAND.

BRANCHES:
CARDIFF,
EXETER,
LEICESTER,
ENGLAND.

EXPORT NEWSAGENTS, BOOKSELLERS, AND GENERAL COMMISSION AGENTS.

SUPPLY THE TRADE WITH ALL NEWSPAPERS, MAGAZINES, BOOKS, ETC.
Liberal Discount Allowed to the Trade on Postal Subscriptions

TACK CHEONG LOONG, NAVY & MILITARY TAILOR, DRAFTER AND OUTFITTER.
R. J. REMEDIOS, FOREIGN AND COLONIAL STAMP DEALER.

Garments made by hand, guaranteed perfect fit. Hats, Shirts, Socks, Handkerchiefs, Boots, Shoes, &c., for Sale. New and Fashionable Goods. Prices very moderate.
No. 63, QUEEN'S ROAD CENTRAL, Hongkong, 18th October, 1900. [2082]

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 11th NOVEMBER, 1900.

COAST METEOROLOGICAL REGISTER, 11th NOVEMBER, 1901.									
N.	Hour.	Barometer. Reduced to Sea Level.	Thermometer. Fahrenheit.	Humidity.	Wind.	Force.	Direction.	Force.	Direction.
1	1 p.	30.03	75	75	SW	4	SW	4	SW
2	2 p.	30.03	75	75	SW	4	SW	4	SW
3	3 p.	30.03	75	75	SW	4	SW	4	SW
4	4 p.	30.03	75	75	SW	4	SW	4	SW
5	5 p.	30.03	75	75	SW	4	SW	4	SW
6	6 p.	30.03	75	75	SW	4	SW	4	SW
7	7 p.	30.03	75	75	SW	4	SW	4	SW
8	8 p.	30.03	75	75	SW	4	SW	4	SW
9	9 p.	30.03	75	75	SW	4	SW	4	SW
10	10 p.	30.03	75	75	SW	4	SW	4	SW
11	11 p.	30.03	75	75	SW	4	SW	4	SW
12	12 a.	30.03	75	75	SW	4	SW	4	SW
13	1 p.	30.03	75	75	SW	4	SW	4	SW
14	2 p.	30.03	75	75	SW	4	SW	4	SW
15	3 p.	30.03	75	75	SW	4	SW	4	SW
16	4 p.	30.03	75	75	SW	4	SW	4	SW
17	5 p.	30.03	75	75	SW	4	SW	4	SW
18	6 p.	30.03	75	75	SW	4	SW	4	SW
19	7 p.	30.03	75	75	SW	4	SW	4	SW
20	8 p.	30.03	75	75	SW	4	SW	4	SW
21	9 p.	30.03	75	75	SW	4	SW	4	SW
22	10 p.	30.03	75	75	SW	4	SW	4	SW
23	11 p.	30.03	75	75	SW	4	SW	4	SW
24	12 a.	30.03	75	75	SW	4	SW	4	SW
12th NOVEMBER, 1901.									
1	1 a.	30.03	75	75	SW	4	SW	4	SW
2	2 a.	30.03	75	75	SW	4	SW	4	SW
3	3 a.	30.03	75	75	SW	4	SW	4	SW
4	4 a.	30.03	75	75	SW	4	SW	4	SW
5	5 a.	30.03	75	75	SW	4	SW	4	SW
6	6 a.	30.03	75	75	SW	4	SW	4	SW
7	7 a.	30.03	75	75	SW	4	SW	4	SW
8	8 a.	30.03	75	75	SW	4	SW	4	SW
9	9 a.	30.03	75	75	SW	4	SW	4	SW
10	10 a.	30.03	75	75	SW	4	SW	4	SW
11	11 a.	30.03	75	75	SW	4	SW	4	SW
12	12 m.	30.03	75	75	SW	4	SW	4	SW
13	1 p.	30.03	75	75	SW	4	SW	4	SW
14	2 p.	30.03	75	75	SW	4	SW	4	SW
15	3 p.	30.03	75	75	SW	4	SW	4	SW
16	4 p.	30.03	75	75	SW	4	SW	4	SW
17	5 p.	30.03	75	75	SW	4	SW	4	SW
18	6 p.	30.03	75	75	SW	4	SW	4	SW
19	7 p.	30.03	75	75	SW	4	SW	4	SW
20	8 p.	30.03	75	75	SW	4	SW	4	SW
21	9 p.	30.03	75	75	SW	4	SW	4	SW
22	10 p.	30.03	75	75	SW	4	SW	4	SW
23	11 p.	30.03	75	75	SW	4	SW	4	SW
24	12 a.	30.03	75	75	SW	4	SW	4	SW